

Gov. Doc
Ont

T

CA24N

Z 1

- 37A23

Ontario Transportation, Royal Commission

I Collection of new doc. No. 6 J

6



Ontario

MEMORANDUM

SUBMITTED TO

THE ROYAL COMMISSION ON TRANSPORTATION

BY THE AUTOMOTIVE TRANSPORT SECTION

CANADIAN BROTHERHOOD OF RAILWAY EMPLOYEES

ack'd + Prepared Jackson

Toronto, Ontario,
November, 1937.

Mr. Chairman and Gentlemen:

I have the honour to submit herewith a Brief on behalf of the Automotive Transport Section of the Canadian Brotherhood of Railway Employees, with headquarters in the C.B.R.E. Building, 230 Laurier Avenue West, Ottawa.

Prior to October 7, 1937, the employees of public commercial vehicle operators were organized in the Canadian Brotherhood of Automotive Transportation Employees, which had been established in 1932 for the purpose of representing all employees in the automotive transport industry. Since its inception, the organization has tried repeatedly to bring about the standardization and improvement of hours, wages and conditions, but, owing to the chaotic condition of the industry, no tangible results have been achieved. The Canadian Brotherhood of Automotive Transportation Employees, upon vote of its members and its Grand Lodge, amalgamated with the Canadian Brotherhood of Railway Employees in October last, and is now known as the Automotive Transport Section of the Canadian Brotherhood of Railway Employees.

The purpose of this Brief is to describe the conditions now existing in the automotive transport industry, and to recommend such additional legislation as appears to be necessary for the purpose of remedying them. It is our contention that the low wages, long hours, and the working conditions which prevail at the present time are unjust and disgraceful. In Exhibit B, a few typical examples, selected from a large number, are submitted. While these examples in many cases show the conditions among employees of operators in Classes A, B, C and D, operating under the Public Commercial Vehicle Act, it can be shown that even worse conditions exist among employees of operators in Classes E and F.

The exploitation of labour in this industry is not confined to long hours and low wages. In many cases, employees are required to operate equipment which is dangerous to the driver as well as to other users of the highways. There have been several instances of intimidation of employees who wished to exercise their right to belong to a Labour organization. Employees have been ordered not to tell the truth as to their hours of employment when questioned by an Inspector of the Department of Highways; also not to show in the Government timebook more than ten hours on duty, whereas they may have worked as long as 18 hours. The Public Commercial Vehicle Regulations (Paragraph 18) provide that a driver of a public commercial vehicle must not work more than 10 hours in any 24-hour period. We are informed that this law is violated every day on runs such as turn-around runs between points within a radius of 100 miles of Toronto, and on long runs such as: Brantford - Montreal; London - Montreal; London - Ottawa; Ottawa - Toronto; Toronto - Cornwall; Toronto - Iroquois; Toronto - Windsor; Toronto - North Bay; Toronto - Owen Sound.

In some instances, operators require their employees to pay fines and damages out of their wages. As one example, the following terms and conditions of employment are imposed upon certain employees of one of the largest public commercial vehicle operators in Ontario:

"In the event that this application is accepted, the employee agrees that the employment may be terminated by either party giving to the other party 24 hours notice, or, at the option of the employer, on payment by the employer to the employee of one day's salary or wages in lieu of notice; provided that where the basis of payment is per trip, the employee agrees to waive any and all notice of termination of employment by the employer. The employee agrees to indemnify and keep harmless the employer from any and all loss, damage, delay, fines and penalties for which he is, in the discretion of the employer, liable. The employee agrees that fines or penalties which are imposed by the employer may be deducted, in whole or in part, from the then currently accrued wages or salary due to the employee."

Many employees are required to be in charge of public commercial vehicle for a distance of more than 250 miles during their period on duty, and in some cases are required to control a train of

three licensed vehicles consisting of tractor and two semi-trailers. We believe this creates a hazard to both the driver and the public in general, since it is impossible to drive such types of vehicle safely in a ten-hour period of duty, taking into consideration climatic and traffic conditions. The drivers of public commercial vehicles and commercial vehicles generally, claim that they should not be required to operate such vehicle for a greater length of time than eight hours in any one period, and the prevailing situation, in which employees take rest periods in the cab, should be discontinued at once, as it violates the P.C.V. regulations (Paragraph 18).

These employees have in some cases been required to be on duty as long as thirty hours at a period, and there have been several instances in which accidents have occurred owing to the employees having been overcome by exhaustion and by fumes from the motor.

Under the Commercial Vehicle Act of 1936, provision is made whereby the private commercial vehicle operator may be brought under the same or similar regulations as govern the public commercial vehicle operator, but up to date this provision has not been made effective. The private hauler should be regulated as well as the public hauler.

The Commercial Vehicle Act of 1936 makes provision for the regulation of tariffs and tolls, and it is believed that such regulation can be carried out effectively only by a representative commission. We therefore recommend the appointment of such a commission.

The Commercial Vehicle Act of 1936 also makes provision for the regulation of wages and hours, but this has been applied only as to the hours of employment, and there is considerable scope for broadening and extending the regulations made possible under the present Act to both the private and the public commercial vehicle operator.

We further strongly recommend that the public commercial vehicle regulations (Paragraph 18), now calling for a ten-hour period of duty in any 24-hour period, be changed to provide for eight consecutive hours, exclusive of a meal period of not more than an hour and one-half.

In Exhibit A, a schedule of wages, hours and conditions covering employees of public commercial vehicle operators, is submitted. This schedule is similar to one drafted in 1934, and presented to the Automotive Transport Association and the provincial Department of Labour. We believe this schedule establishes a fair basis of wages and working conditions for the industry, considering the responsibilities and duties of the employees, in comparison with those of workers engaged in other branches of transportation.

Exhibit B gives examples of various classes of employees, number of hours worked and wages received, in order to present a picture of the low wages and long hours of employment which prevail in this industry. We believe that this information, provided by the employees themselves, is sufficient to show the urgent necessity for adopting the schedule of wages and working conditions suggested in Exhibit A.

Despite years of negotiations between the organized employees and the Automotive Transport Association, no code relating to employment in this industry was agreed upon until September, 1937, subsequent to the appointment of the Royal Commission. This code was submitted to the Labour and Industry Board in September last, but we are informed by the Department of Labour that certain clauses cannot be accepted. We have therefore withdrawn the code from the Board, and submit, as Exhibit A, a proposed agreement, which we would request your Commission to recommend to the government as establishing the wages and conditions applicable to the industry.

As Exhibit C, we submit the names of a large number of licensed public commercial vehicle operators, and we would strongly urge that at least a substantial number of them be called to testify, under oath, as to the hours, wages and working conditions of their employees. We recommend also that private haulers be called to give evidence as to the

hours, wages and conditions of their employees, especially some of the wholesale fruit firms and wholesale grocers.

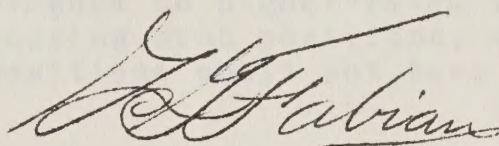
Respecting qualifications and training of motor vehicle drivers engaged in the transport of freight, it is our opinion that all drivers of commercial vehicles on the highways should be required, in addition to the examination required when obtaining a chauffeur's license to pass vision and intelligence tests, such as are now demanded in certain other countries.

We strongly recommend that there be more inspection of the manner in which the regulations are being observed, and that inspection be carried on at the terminals of operators to a greater extent than is being done at the present time. The present Government timebook is considered to be of very little value, and we recommend that a standard timebook be kept by every driver of a commercial vehicle, with triplicate sheets, one copy to be handed in to the operator, one to the Department of Highways, and the third copy remaining in the book for inspection by authorized officers of the Government.

Considerable loss of revenue exists, and unfair competition is created, because of the fact that in a large percentage of freight shipments, the shipper's weight is accepted, and goods are not weighed by the operator. In many cases, shipments are underweighed for the purpose of reducing the cost of transportation. We recommend that all goods should be weighed under the supervision of an employee of the operator, and the correct weight shown, and that inspectors be instructed to have such procedure carried out in all cases.

We recommend, in conclusion, that no license be granted to an operator of a public commercial vehicle except on condition that he accepts the provisions of any code which has been approved by the Labour and Industry Board of Ontario, as applicable to the industry.

Respectfully submitted,


Representative.

Digitized by the Internet Archive
in 2026 with funding from
University of Toronto

E X H I B I T "A"

Proposed Schedule covering Employees of
Public Commercial Vehicle Operators.

Schedule of Rates of Pay and Rules governing working conditions of employees as agreed upon this day of 1937, between whose signature is attached hereto, and employees as represented by the employees' committee.

Article 1. - Employees Defined.

The word "employees" shall mean any employee filling a position enumerated in this wage agreement.

Article 2. - Discrimination and Committees.

Employees will not be discriminated against for being members of any union, nor for serving on committees representing employees. Employees will be granted leave of absence without pay for the purpose of serving on committees, and their seniority rights will not be affected thereby, provided such leave of absence does not exceed a reasonable period. Reasonable notice of employees intention to serve on committee will be required.

Article 3. - Courts and Investigations.

Employees called upon to attend court or investigations at the request of their employer, will receive pay at their stated rate of salary, and if away from home will be allowed transportation and reasonable expenses

Article 4. - Relief Work.

Employees temporarily assigned to higher-rated positions shall receive the higher rates while occupying such positions; employees temporarily assigned to lower-rated positions shall not have their rates reduced.

Article 5. - Promotion and Seniority.

Promotion will be determined by the employer having regard to fitness for the position and seniority of employees. Qualified employees, senior in service, to be given preference in promotion. Seniority to date from time of last entry into his employer's service. Employees who feel they have been unfairly dealt with in the matter of promotion have the right to appeal as provided for in Article 7 of this agreement.

Article 6. - Reduction of Staff.

In the event of reduction of staff, the employees senior in service of the employer shall be given preference of employment, having regard also to the qualifications of the employee, and those whose services have been dispensed with, will be re-employed in accordance with their qualifications and seniority in the employer's service.

Article 7. - Discipline and Grievances.

No employee will be disciplined or dismissed from service without just cause. An employee who has been disciplined or dismissed, or who feels that he has been unfairly dealt with, will have the right to appeal to his employer for an investigation, and to call in a fellow-employee who is a member or representative of the employees' committee. If the grievance cannot be equitably adjusted by means of such investigation, a committee representing employers and the General Grievance Committee representing the employees shall be asked to investigate and arrive at a decision.

Article 8. - Equipment.

(a) Employees will not be required to operate equipment that does not conform with the Highway Traffic Act or the Commercial Vehicle and Public Commercial Vehicle Regulations or amendments thereto. All motor vehicles will be equipped with a closed cab, with doors in good condition, and removable windows, heaters and defrosters, excepting that vehicles operated within a municipality will not be required to have heaters.

(b) Offices and other premises shall be sanitary, well-ventilated, and properly lighted and heated.

Article 9. - Hours of Employment.

(a) Eight consecutive hours, exclusive of meal period, shall constitute a day's work. It is understood that wherever practicable day work shall be performed between the hours of seven (7) A.M. and six (6) P.M. And it is further understood that the grievance committee shall have the right to negotiate with proper officials of the Operators regarding plans for re-arrangement of shifts in places where day employees are required to work before seven A.M. and after six P.M. Such plans must not involve: (1) Depriving employees of advantages gained by ability or seniority; (2) Arrangements which would interfere with expeditious and practical billing and forwarding of freight.

(b) Employees shall not be required to take more than one hour and a half for meal period.

(c) Employees generally will not be expected to work more than six (6) days a week. No unnecessary work will be performed on Sunday. Employees required on account of local conditions to work on a seventh day or seventh night shall be paid schedule overtime rates, with a minimum of three (3) hours at hourly rates. Employees shall not be required to work two (2) Sundays in succession. Employees required to work on Sunday shall be given not less than one day's notice thereof, and shall also be given notice at the same time of the day off to be allowed in lieu thereof.

(d) Employees working in shifts shall have a reasonable rest period when a change is made from one shift to another. Time of employees working in shifts must be so arranged as to prevent increasing time on duty without compensation.

Article 10. - Overtime: Including Sunday Time.

(a) The first two hours of overtime accruing after eight hours of service shall be computed pro rata and thereafter (including overtime after the hours) at the rate of time and one-half time on the actual minute basis. Employees called upon to work on Sunday other than as regular days in their week's work, and who put in overtime in addition to the regular day's work, will be paid for such overtime at the rate of double time.

(b) Employees called upon to work on any statutory holiday will be paid pro rata at the hourly rate with a minimum of two hours. In cases where any of these holidays fall on a Sunday it is understood the day set aside by law for celebrating such holiday will be treated as the holiday. Employees required to work on statutory holidays, and who put in overtime in addition to the regular work, will be paid for such overtime at the rate of time and one-half time. It is understood that, in giving employees a week-day off in lieu of a Sunday worked, such holidays shall not be considered as an ordinary week-day.

(c) Employees shall be required to work overtime only when absolutely necessary. Owing to the necessities of the business and in the interests of the shipping public, it is understood that overtime may be necessary and when necessary will be authorized and performed. It is also understood that when employees are held for overtime duty they will be given reasonable opportunity to procure necessary meals.

10.1 The purpose of this article is to provide for the payment of overtime to employees who are required to work in excess of their regular hours of duty. Overtime shall be paid at a rate of one and one-half times the regular rate of pay for all hours worked in excess of the regular hours of duty.

10.2 Overtime shall be paid for all hours worked in excess of the regular hours of duty, except for those hours which are specifically exempted from overtime payment by the terms of this agreement.

10.3 Overtime shall be paid for all hours worked in excess of the regular hours of duty, except for those hours which are specifically exempted from overtime payment by the terms of this agreement. Overtime shall be paid at a rate of one and one-half times the regular rate of pay for all hours worked in excess of the regular hours of duty.

10.4 Overtime shall be paid for all hours worked in excess of the regular hours of duty, except for those hours which are specifically exempted from overtime payment by the terms of this agreement.

10.5 Overtime shall be paid for all hours worked in excess of the regular hours of duty, except for those hours which are specifically exempted from overtime payment by the terms of this agreement. Overtime shall be paid at a rate of one and one-half times the regular rate of pay for all hours worked in excess of the regular hours of duty.

10.6 Overtime shall be paid for all hours worked in excess of the regular hours of duty, except for those hours which are specifically exempted from overtime payment by the terms of this agreement.

Article 11 - Included Holiday Time

11.1 The time for hours of overtime shall be calculated on the basis of the regular hours of duty. Overtime shall be paid at a rate of one and one-half times the regular rate of pay for all hours worked in excess of the regular hours of duty.

11.2 Overtime shall be paid for all hours worked in excess of the regular hours of duty, except for those hours which are specifically exempted from overtime payment by the terms of this agreement. Overtime shall be paid at a rate of one and one-half times the regular rate of pay for all hours worked in excess of the regular hours of duty.

11.3 Overtime shall be paid for all hours worked in excess of the regular hours of duty, except for those hours which are specifically exempted from overtime payment by the terms of this agreement. Overtime shall be paid at a rate of one and one-half times the regular rate of pay for all hours worked in excess of the regular hours of duty.

Employees recalled for duty, after release at the completion of the day's work, and employees directed to return to work after the lapse of more than one hour after the completion of their day's work, shall be considered recalled, and shall be paid for such recall time at the rate of time and one-half time, with a minimum of one dollar (1.00)

(d) Employees will not be laid off during working hours to equalize overtime made.

Article 11. - Combination Service.

Employees assigned to a combination of highway work, pick-up and delivery work, warehouse work or clerical work, will be paid overtime under the provision of Clause (a) of Article 10 of this schedule.

Article 12. - Sunday Time Defined.

Sunday time shall be from twelve (12) midnight Saturday to twelve (12) midnight Sunday. Employees reporting for duty within these hours, who are required to work beyond twelve midnight Sunday will be paid regular day rates for all time worked on Monday, unless a full day, as defined by Article No. 9, has been worked previous to twelve P.M. Sunday, in which case employees shall be paid for overtime after twelve Sunday at the rate applying to Sunday overtime. See Article No. 10, Clause (a).

Article 13. - Minimum Call.

Any employee required to report for duty shall be paid for actual time worked or held, with a minimum of four hours on each occasion, at his regular rate of pay.

Article 14. - Interpretation.

Nothing in this schedule will be so construed as to give an employee less favourable conditions or rates of pay than he has previously enjoyed.

Article 15. - New Positions Created.

Should a new position, not covered by schedule, be created, the wages paid shall be in conformity with the wages paid for work of a similar kind or class.

Article 16. - Delays.

(a) Time lost due to delays while en route on highways will be paid for in accordance with Articles 9 and 10 of this schedule.

(b) Overtime, due to delays, at any one time for exclusive highway drivers will be limited to twelve hours, but salary and reasonable actual expenses will be paid for all time in excess of twelve hours.

Article 17. - Manning Highway Equipment.

In cases where a trailer is attached to a truck or to a semi-trailer, or where more than one trailer is attached, a helper will be supplied as far as the extra equipment travels, at the schedule rate of pay.

Article 18. - Deadheading

Employees deadheading on the employer's business will be paid for necessary time travelling at their regular rate of pay.

Article 19. - Holidays.

Employees covered by this agreement will be allowed one week's holidays with full pay each year, after two year' continuous service.

Article 20. - Uniforms.

Employees required to wear uniforms will not be required to defray more than fifty per cent of the cost, provided that the price of the uniform is agreed upon between the employer and the employee.

Article 21. - Rates of Pay.

Drivers engaged in pickup and delivery work within a radius of three miles of a municipality, village or city.... \$28 per week

Highway drivers operating straight trucks beyond the radius of three miles of any municipality, village or city.. \$30 per week

Highway drivers operating tractor and semi-trailer unit beyond a radius of three miles of any municipality, village or city..... \$35 per week

Highway drivers in charge of double hook-up of four-wheel trailer or semis will receive 20¢ per hour extra, with a minimum of \$2.00 per trip.

Drivers engaged in pickup and delivery work within a municipality, village or city required to take charge of second semi or four-wheel trailer will receive 20¢ per hour extra, with not less than two hours' pay for any one movement.

Warehousemen, checkers, platform men, scalers and loaders..... \$28 per week
Mechanics.....65¢ per hour.
Mechanics' Helpers.....45¢ per hour.

All employees performing duties in clerical positions or positions not otherwise specified above, will receive a 20% increase on their present salary.

Article 22. - Duration of Agreement.

This agreement of working conditions and rates of pay will become effective when signed by both parties thereto, and remain in effect until revised or superseded, on thirty (30) days' notice from either party.

For the Employers:

For the Employees:

E X H I B I T "B"

<u>IDENTIFICA- TION NO.</u>	<u>AGE</u>	<u>CLASS OF EMPLOYMENT</u>	<u>TOTAL NO. OF HOURS PER WK.</u>	<u>TOTAL WAGES PER WEEK</u>	<u>AVERAGE WAGE FOR LAST SIX MONTHS</u>
1	30	Driver	80 hours	\$12.50	\$13.00
2	17	Helper			
3	30	Warehouse Mgr.	60 "	\$21.00	\$21.00
4	33	Driver	82 "	\$15.00	\$15.00
5	35	Driver & Mec.	82½ "	\$15.00	\$15.00
6	21	Driver	57 "	\$10.00	\$10.00
7	30	Driver	71 "	\$18.00	\$18.00
8	38	Driver	54 "	\$18.00	\$18.00
9	30	Driver	64 "	\$17.00	\$17.00
10	24	Driver	75 "	\$18.00	\$18.00
11	44	Driver & Wr.	66 "	\$14.80	\$11.00
12	36	Mechanic	60 "	\$27.00	\$27.00
13	28	Driver	45 "	\$12.50	\$12.50
14	39	Driver	56 "	\$22.00	\$22.00
15	31	Driver	78½ "	\$18.00	\$18.00
16	25	Driver	66 "	\$25.00	\$25.00
17	22	Driver	60-75 "	\$20.00	\$20.00
18	24	Wr. Houseman	63 "	\$15.00	\$14.25
19	24	Driver	69 "	\$16.50	\$16.15
20	28	Driver	58½ "	\$20.00	\$19.00
21	31	Wr. Houseman	66 "	\$16.00	\$15.25
22	30	Wr. Houseman	64½ "	\$22.00	\$19.00
23	32	Driver	77 "	\$22.00	\$22.00
24	34	Driver	76½ "	\$22.00	\$22.00
25	55	Driver	70 "	\$9.00	\$9.00
26	32	Driver	65½ "	\$18.00	\$18.00
27	24	Driver	72½ "	\$17.00	\$13.60
28	43	Driver	60 "	\$18.00	\$18.00
29	--	Driver	60 "	\$19.00	\$19.00
30	28	Driver	67½ "	\$9.00	\$9.00
31	32	Driver	64 "	\$18.00	\$11.12
32	33	Wr. Houseman	85 "	\$21.00	\$19.00
33	28	Wr. Houseman	78 "	\$21.00	\$19.00
34	29	Mechanic	73 "	\$24.45	\$18.00
35	28	Wr. Houseman	84¼ "	\$21.00	\$19.00
36	27	Driver	70 3/4	\$17.00	\$16.00 - \$18.00
37	25	Driver	75 "	\$30.00	\$30.00
38	26	Driver	62 "	\$19.00	\$23.00
39	33	Driver	70 "	\$18.00	\$18.00
40	47	Driver	70 "	\$25.00	\$25.00
41	26	Driver	63 "	\$23.00	\$20.00
42	27	Driver	63 "	\$22.50	\$20.00 - \$25.00
43	33	Wr. Houseman	60 "	\$18.00	\$21.00
44	24	Wr. Houseman	67 "	\$18.00	\$18.00
45	30	Driver	52 "	\$19.56	-- --
46	25	Wr. Houseman	66 "	\$18.00	\$18.00
47	40	Loader	65 "	\$20.00	\$20.00
48	26	Wr. Houseman	66 "	\$18.00	\$18.00
49	41	Driver	66 "	\$18.00	\$18.00
50	43	Clerk	46 3/4	\$25.00	\$25.00
51	34	Wr. Houseman	68 "	\$15.00	\$15.00
52	32	Billing Clerk	55 "	\$17.00	\$15.00
53	43	Driver	72 3/4	\$23.25	\$20.00
54	38	Driver	59½ "	\$24.99	\$24.99
55	25	Wr. Houseman	63 "	\$18.00	\$18.00
56	35	Driver	65 "	\$27.00	\$20.00 - \$27.00
57	59	Wr. Houseman	84 "	\$25.00	\$16.00
58	26	Driver	70 "	\$20.00	\$17.00
59	31	Driver	64 "	\$20.00	\$20.00
60	25	Driver	93 "	\$18.00	\$18.00
61	23	Driver	86 "	\$18.00	\$18.00
62	25	Driver	70 "	\$15.00	\$12.00 - \$15.00
63	27	Driver	60 "	\$16.00	-- --
64	27	Driver	66 "	\$14.00	\$14.00
65	47	Driver	66 "	\$13.00	\$13.00

IDENTIFICA- TION NO.	AGE	CLASS OF EMPLOYMENT	TOTAL NO. OF HOURS PER WK.	TOTAL WAGES PER WEEK	AVERAGE WAGE FOR LAST SIX MONTHS
66	28	Driver	59 hours	\$16.00	\$14.50
67	28	Driver	52 "	\$20.00	\$20.00
68	31	Driver	50-60 "	\$25.00	\$25.00
69	35	Wr. Houseman	56 "	\$25.00	\$25.00
70	27	Driver	43 "	\$25.00	\$25.00
71	36	Clerk	58 "	\$26.00	\$26.00
72	26	Clerk	60 $\frac{1}{2}$ "	\$25.00	\$25.00
73	43	Driver	60 "	\$27.00	\$27.00
74	41	Driver	-- "	\$28.00	\$28.00
75	29	Driver	68 "	\$27.00	\$25.00
76	35	Driver	67 $\frac{1}{2}$ "	\$21.00	\$15.00
77	28	Driver	66 "	\$25.00	\$25.00

- Also -

Driver, 37 years of age - \$1.00 per day - pays for meals.

Driver and works from 5 a.m. to 10 p.m. - three hours off per day, married, wife and two children - \$12.00 per week.

Driver operating truck with no brakes, clutch thrown out going down a hill, wages \$40.00 per month, family of three children - works 14 to 15 hours per day.

Driver makes three round trips - Oshawa to Belleville and return - \$12.00 per week. Pays his own road expenses.

EXHIBIT "C"

LIST OF OPERATORS.

Merritt Transport	Louisville - near Chatham
Paul's Cartage	Chatham
MacIntyre Transport	Chatham
Sandford Ave. Cartage	Hamilton
Caldwell Transport	Toronto
Laidlaw Transport	Hagersville
Coyell Transport	Toronto
Beckwith Transport	Picton
Fournier the Mover	Ottawa
Marsh Transport	Toronto
La Plam Transport	Belleville
Moncrieff Transport	Fowler's Corners, near Peterboro
Raitar Transport	Waterloo
Roy Duncan	Ottawa
L. & C. Cartage	Chatham
Adair Transport - Roy Adair, Prop.	Wingham
Alderman Transport	Hamilton
Alexander Transport	Ottawa
Allan Transport	Collingwood
Alldred Transport	Bowmanville
Alteman Transport	Brampton
Asselstine & Sons Transport	Belleville
Barclay Transport	Claremont
Barker Transport	Keswick
Beatty Bros. Transport	Peterborough
Beauchamp Transport	Toronto
Bertrand Transport	L'Orignal
Billings Transport	Burlington
Blondin Transport	Trenton
Bogart Transport	Bracebridge
Bovay Transport	Wellington
Boyd Transport	Osgoode
Brouse Transport	Webbwood
Brown's Transport	Apsley
Brown's Transport Ltd.	Guelph
Brydges Transport Ltd.	Montreal
Burford Transport	Picton
Bunston Transport	Tobermory
Bunyan's Transport	Arthur
C. & H. Transport	Waterloo
Canada Transport	Belleville
Carr's Transport and Movers	Owen Sound
Carr Transport	Schomberg
Chalk & Son Transport	Aylmer
Chamber's Transport	Kitchener
Clark's Transport	Brantford
M. E. Clarke Transport	Seaforth
Cope Transport	Toronto
Cole's Transport	Hamilton
Constable's Transport	Churchill
Cook's Transport	Port Perry
Crawford Cartage Company	Hamilton
Coville Transport Co. Ltd.	Toronto
Crosbie's Cooperage and Transport	Simcoe
Dale Transport	New Hamburg
Davidson (Luther) Transport	Hamilton
Delisle & Bro.	Montreal
De Luxe Transportation Co.	North Bay
DeNure & Son Transport	Midland
Diamond Truck Co. Ltd.	Montreal
Direct Transport Ltd.	Toronto
Dirstein Transport Ltd.	Chesley
Electric Transport	Hamilton
Elmira Creamery Transport	Elmira
Epps Transport	Clinton
Erie Line Express	Dutton
Erskine Transport	Grand Valley

F-K Motor Transport Ltd.	Preston
Federal Highway Express Regd.	Verdun
Fewster Transport	Shelburne
Finch & Sons	Brantford
Foell, A. H & Co., Transport	Waterloo
Fraser Transport	Vankleek Hill
Giles Express Co.	Hamilton
Golden & Sons Transport	Tobermory
Goodale Transport Ltd.	Hamilton
Guenther Transport	Dashwood
Hamilton-Owen Sound Transport	Hamilton
Hamilton-Peterboro Transport Lines	Hamilton
Hayward Transport	Milton
Hanover Transport	Walkerton
Hepburn Bros. Transport	Port Stanley
Hewitt Bros.' Transport	Minden
Highway Freight Carriers Ltd.	Toronto
Hughson Transport	Alliston
Hutchins Transport	Huntsville
Inter-City Forwarders Ltd.	Toronto
I.O.S. Transport	Kitchener
Irwin Transport	Orangeville
International Transport	Kitchener
Junkin Transport	Lindsay
K. & L. Motor Express Limited	Toronto
Kingsley Transport	Orillia
Koch Transport	Waterloo
Labelle Transport	Trenton
Lake Shore Express	Mimico
Lakeshore Transport	Bracebridge
Lake Simcoe Transport	Sutton-Toronto
Langford Transport	Chatham
Langan's Trucking and Storage	Sarnia
Lantz Transport	Kitchener
Lasby Transport	Guelph
Lawrence Transport	Forest
Lawson Transport Co.	Cornwall
Loneragan's Transport	Sutton
Listowel Transport Lines	Listowel
Lorch Transport	Straffordville
McBrien's Transport	Brooklin
McCaw's Transport	Bancroft
McClelland Transport	Brampton
McGlash, A. Transport Ltd.	Bowmanville
McInerney Transport	Brampton
MacKay's Cartage	Toronto
McNeil's Transport	Brockville
M. & H. Transport	Hamilton
Maguire's Transport	Stayner
Marcoux & Gagnier	Alexandria
Martin Transports Limited	Toronto
Marks Transport	Brantford
Melbourne Transport	Bradford
Metropolitan Transport Limited	Toronto
Meyers' Transport	Campbellford
Mingay's Transport	Aurora
Mitchell Transport	Warkworth
Montreal & Ottawa Express	Montreal
Moore (Frank) Transport	Frankville
Mosser Transport	Kitchener
Motorways Ltd.	Ottawa
Noble Transport	Uxbridge
Norman's Transfer Ltd.	Montreal
Northern Transport	Toronto
Ont. Freight Lines	Toronto
O. O. D. Express	Brantford
Ottawa Transportation Co. Ltd.	Echo Drive, Ottawa
Parks (J.A.) Transport	Thornbury
Parry Sound Transport	Parry Sound
Patterson Transport - now Armstrong Transport	Norwood

Phillips Transport	Dunnville
Picot Transport	Meaford
Port Dover Transport	Port Dover
Pressey Transport	Sarnia
Reaume Transport	Chatham
Red Line Express	London
Rees Transport	Brantford
Regier Transport	Seaforth
Rolling Transport	Mt. Albert
Ross' Transport	Inglewood
Russell's Transport	Streetsville
Sayle Transport (Thomas)	Brantford
R. E. Sayles Transport Ltd.	Brantford
Schell Transports Limited	Woodstock
Schilling's Transport	Kitchener
Sills Transport Limited	Toronto
Shewfelt Transport	Kincardine
Simmond's Transport	Midland
Smith Transport	Orangeville
Smith Transport Limited	Toronto
Smithson Transport	Simcoe
Snyder's Cartage	Georgetown
Sterling Transport	Montreal
Stratford Motor Transport	Stratford
Strathdee Transport	Toronto
Taggart Service Ltd. Freight Lines	Ottawa
Taylor Transport	Brampton
Thaler Transport	Kitchener
Thibodeau Express	Windsor
Toronto-Peterborough Transport Co. Ltd.	Toronto
Toronto-St. Catharines Transport Limited	St. Catharines
Townsend Transport	Fergus
Tiveron Transport Co.	Toronto
Victoria Transport	Brantford
Walton Transport	Toronto
Wallace Transport & Cartage	Port Colborne
Watts Transport	Tillsonburg
Western Freight Lines, Ltd.	Chatham
Winters Transport	St. Catharines
Woods Transport	Hespeler
Wright's Transport	Brantford
Barker, G. A. Ltd.	Weston
Bates, H & Son	Midland
Bingham, The Mover	Woodstock
Capital Storage Co. Ltd.	Ottawa
Charlton, W.	Oshawa
Clarke Bros., Transport	Hawkestone
Roy Duncan	Ottawa
Gillies, J.J.A.	Smith's Falls
T. Husband	London
W. J. Hyatt	London
Kingsville Ice & Cartage	Kingsville
E. W. Lancaster Co. Ltd.	Windsor
Leather Cartage	Hamilton
J. J. Leslie	Toronto
McAnally Transport	New Toronto
McCallum Motor Transport	Oshawa
McNaughton Bros.	Walkerton
Norris, Wm. C., Ltd.	Montreal
Wm. E. Peplow	Guelph
M. Rawlinson Ltd.	Toronto
Seaward Rigby	North Bay
Sutton's Cartage	Guelph
Telford, W. J.	Guelph
Wardrobe Coal & Cartage	Weston

